

# NORTHWEST IN MOTION

## Community Advisory Group

Meeting #4

January 14, 2019

WE KEEP PORTLAND MOVING.



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# NORTHWEST IN MOTION

**Welcome!**

What do you think makes Northwest Portland unique/  
special?



# Tonight's Agenda

- 5:30 Welcome, Introductions
- 5:40 Project and Public Involvement Update
- 6:00 Public Comment
- 6:10 What will work best in NW?
- 7:20 Wrap Up and Next Steps





# Public Involvement Update

## Fall Public Engagement

### Purpose

- Share initial list of 20 projects
- Gather feedback on what should be prioritized moving forward
- Provide update on street classifications and proposed classification changes

### NW Transportation Open House

November 15

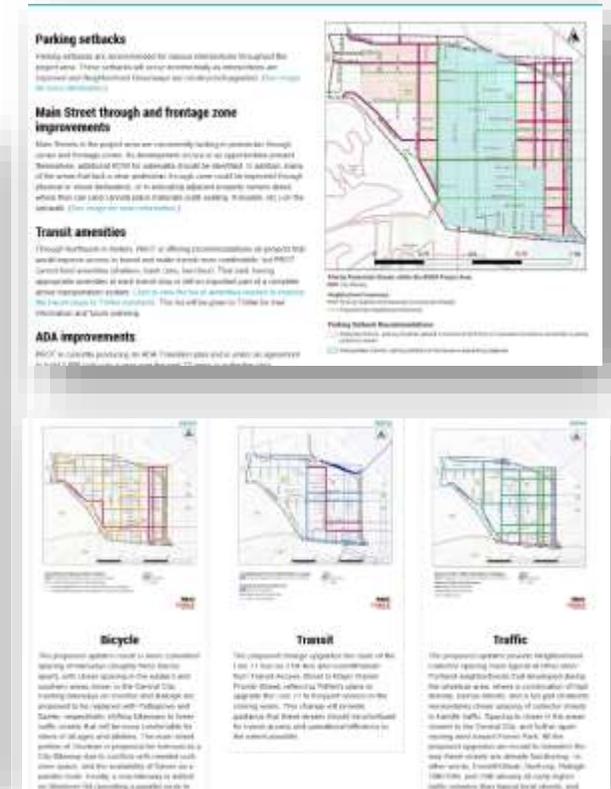
97 participants (17 comment forms)



### Online Open House

November 15 – December 14

502 participants (57 commenters)



# Public Involvement Update

## Street Classifications Feedback

- Overall support for classification updates, with some concerns:
  - Worry about neighborhood collector changes, especially 25th
  - Pedestrian Safety issues
  - Paving for Greenways
  - Do not increase congestion
  - Do not make any changes



# Public Involvement Update

## Project Feedback

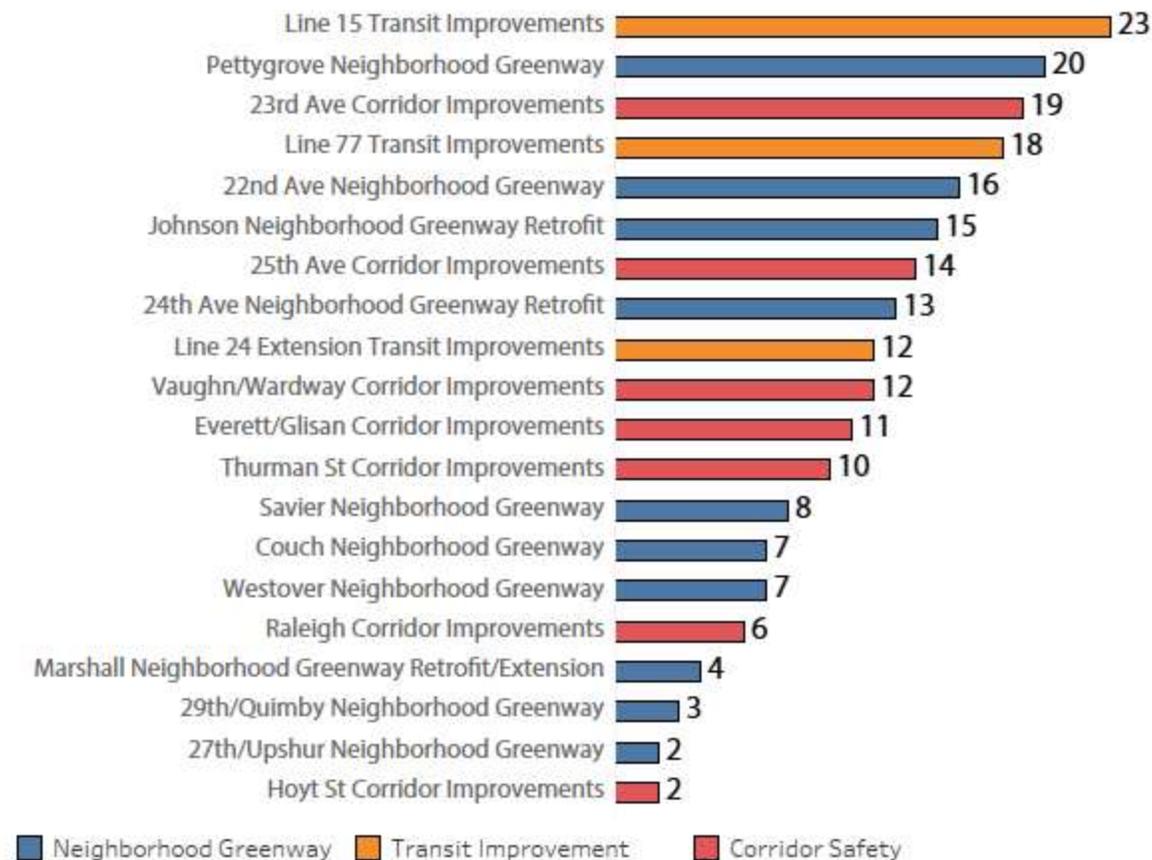
- Overall support for listed projects, with some concerns:
  - Collector portion of Westover also needs traffic calming and crossings
  - Speeds are high on Thurman near the Thurman Bridge
  - Concern about protected left from Vaughn to 25th
  - Concern about making Raleigh more auto-oriented
  - Skepticism about bikeways on 29<sup>th</sup> and on Westover due to steep slopes
  - Mixed feelings about traffic circles



# What we heard...

## Projects that Best Address Criteria

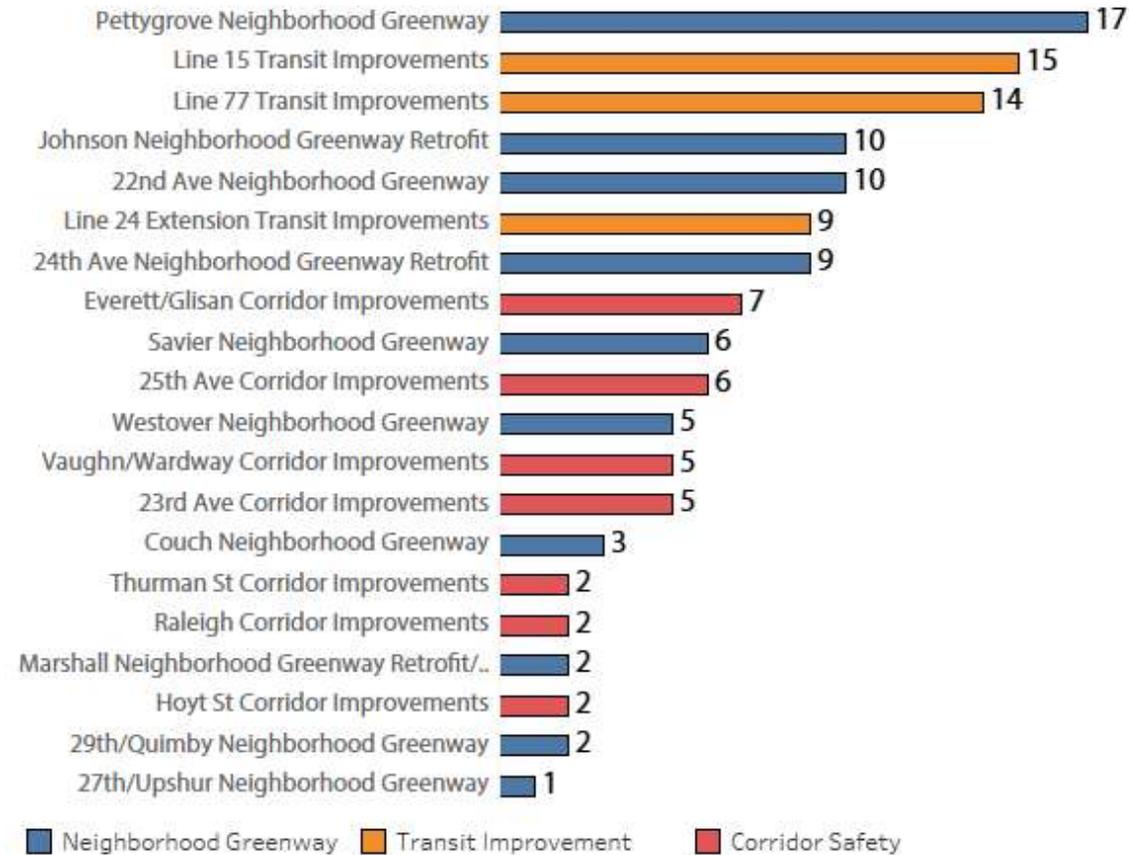
Number of times each project was chosen



# What we heard...

## Improves Connectivity

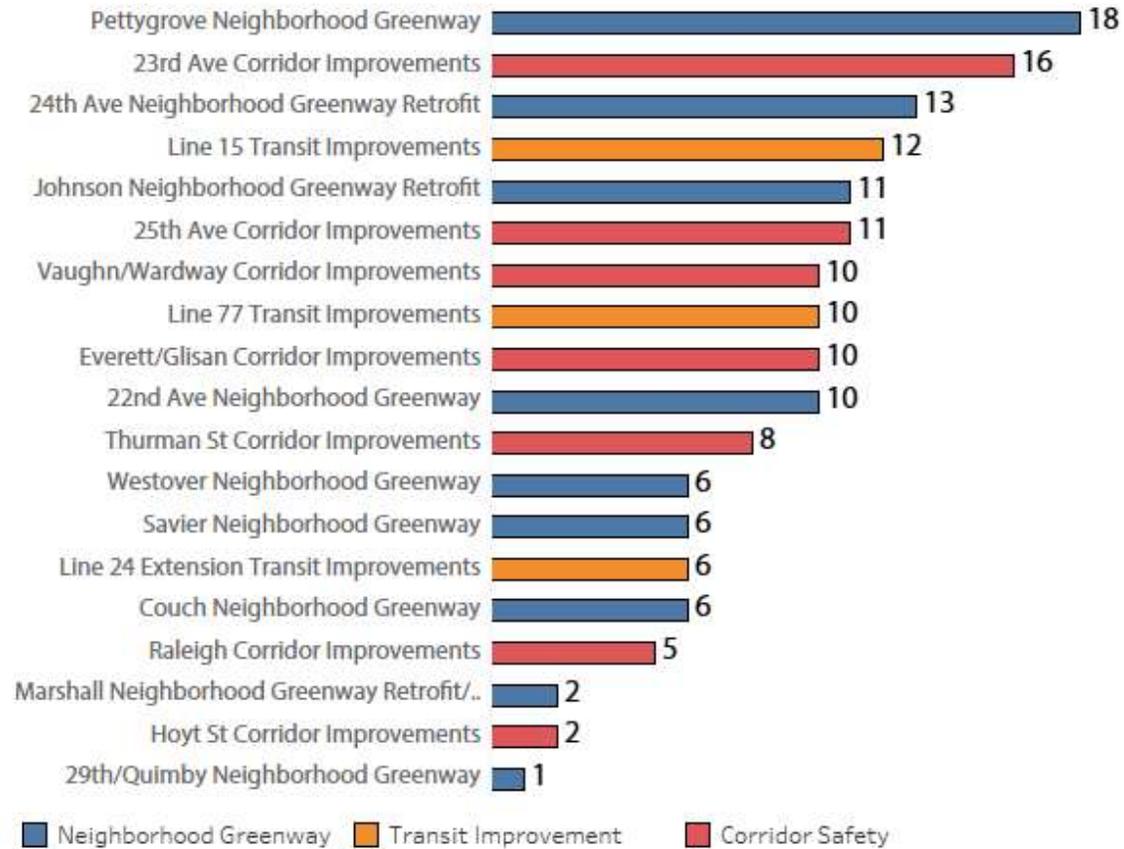
Number of times each project was chosen because it "Improves Connectivity"



# What we heard...

## Improves Safety

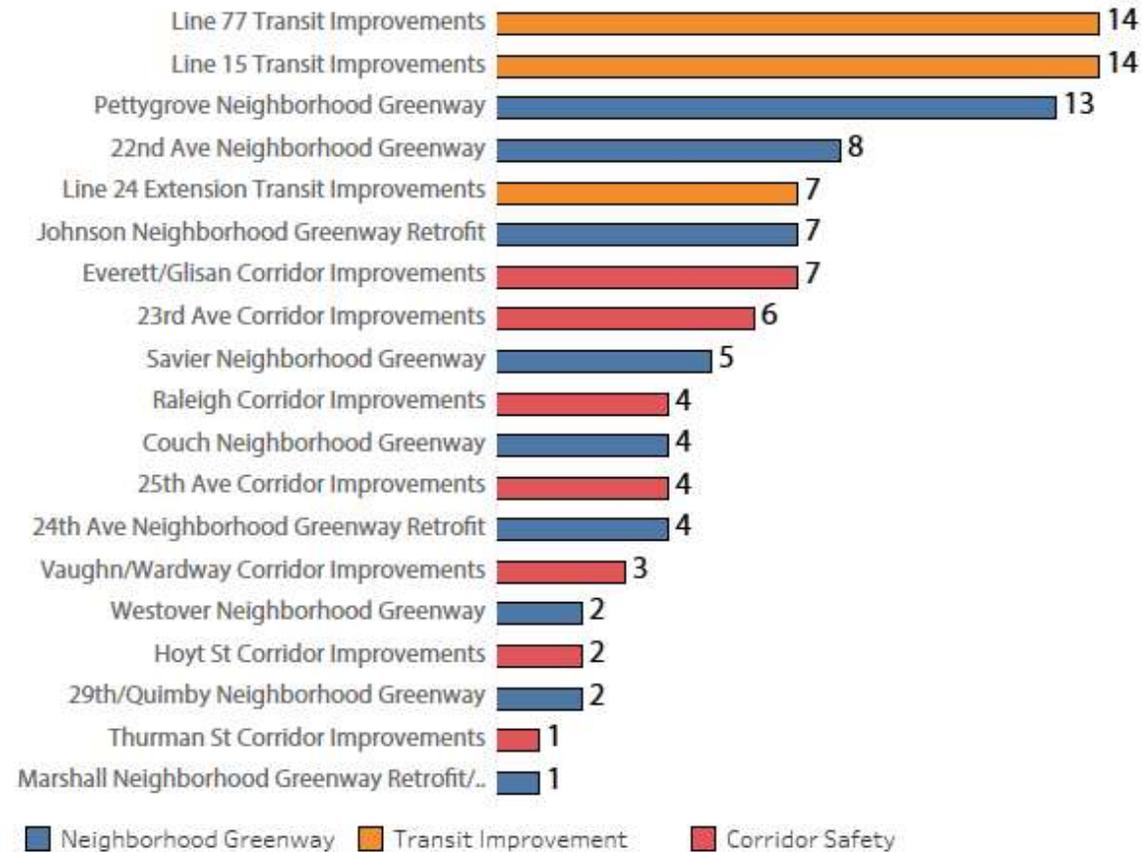
Number of times each project was chosen because it "Improves Safety"



# What we heard...

## Improves Equity

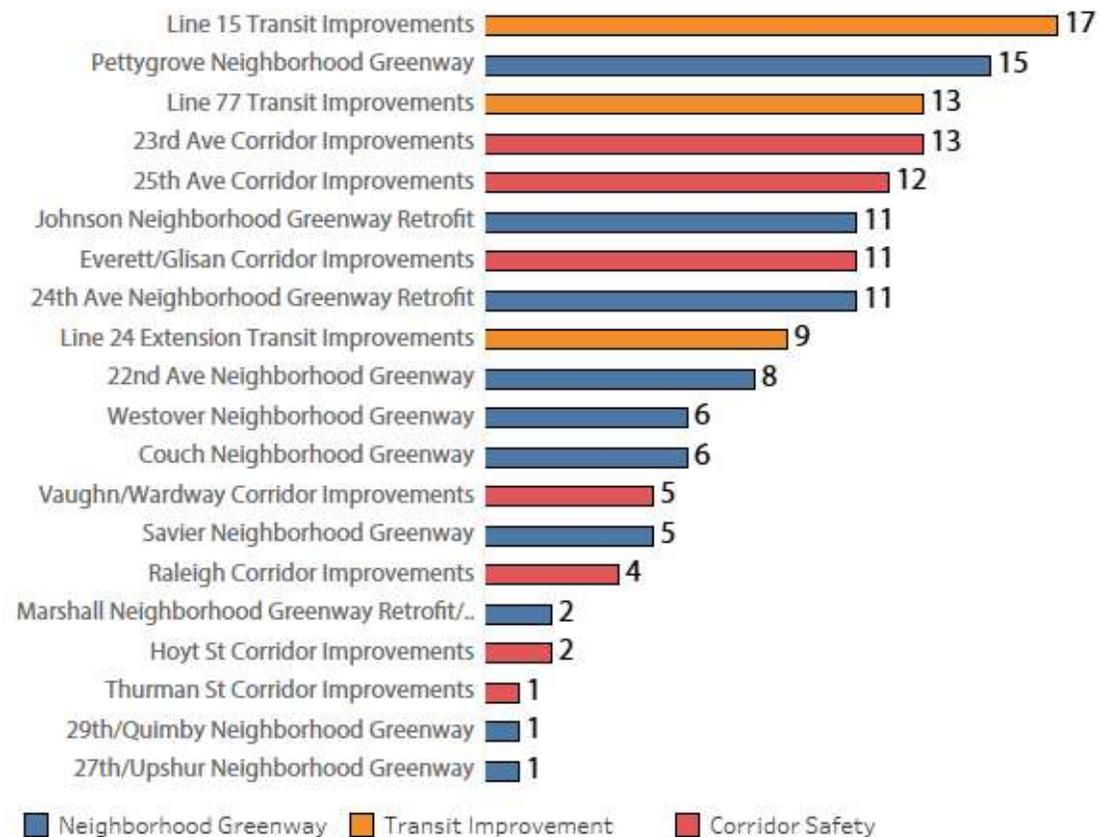
Number of times each project was chosen because it "Improves Equity"



# What we heard...

## Meets Demand

Number of times each project was chosen because it "Meets Demand"



# How did we prioritize projects?

Step 1. How do projects line up with the evaluation criteria?

- Equity
- Safety
- Demand
- Connectivity

Step 2. Is building the project realistic in the next five years?

- Cost/benefit
- Feasibility
- Political feasibility
- Public support

Step 3. What does the public think about the project(s)?

- Online open houses
- CAG meetings

Step 4. Assign priority tiers

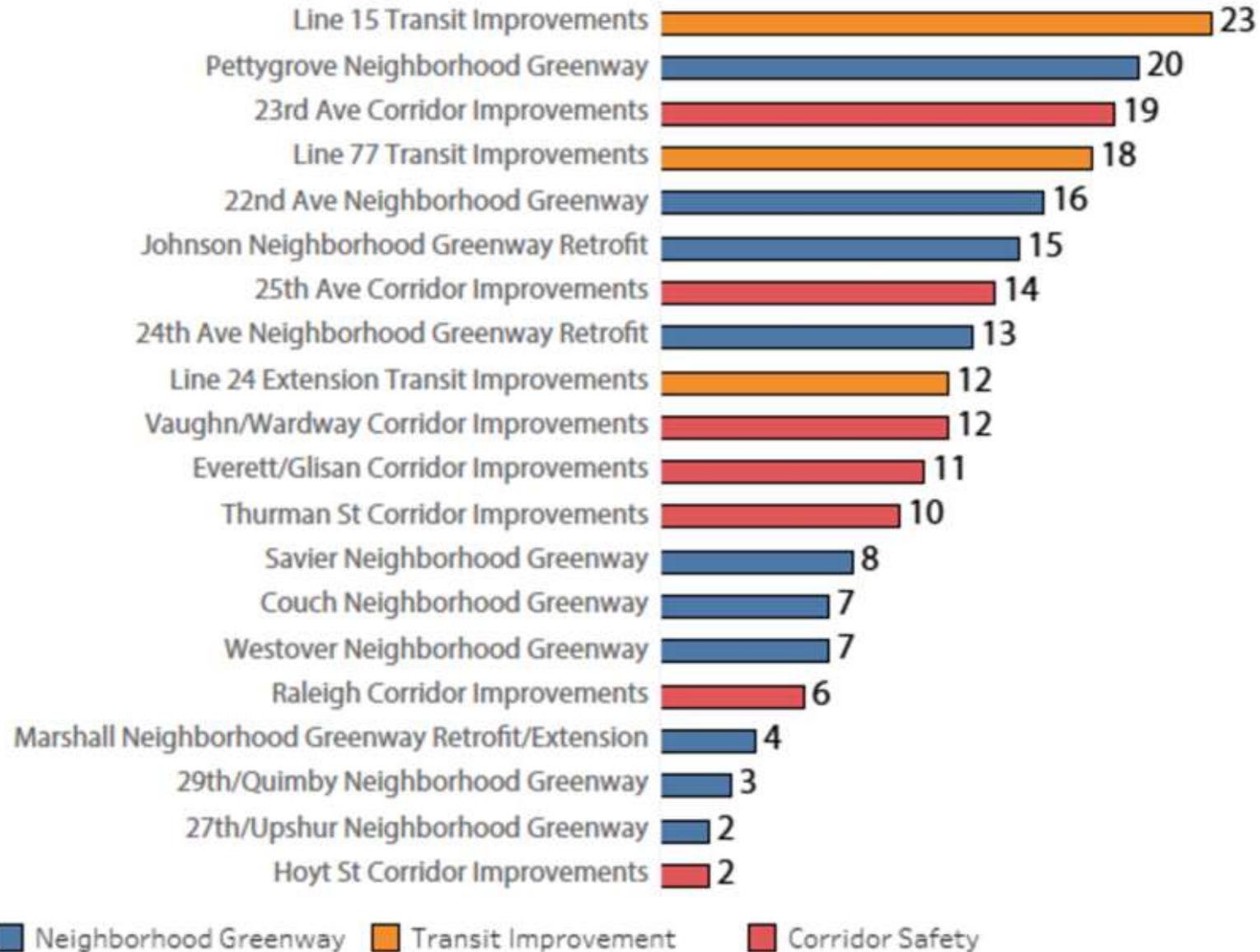
- High
- Medium
- Low



Project ID	Project Name	Equity	Safety	Demand	Connectivity
CS-1	Vaughn/Wardway Corridor Improvements	●	●	●	●
CS-2	Thurman St Corridor Improvements	●	○	●	●
CS-3	25th/Westover Corridor Improvements	●	●	●	●
CS-4	23rd Ave Corridor Improvements	●	●	●	●
CS-5	Raleigh Corridor Improvements	●	○	●	●
CS-6	Hoyt St Corridor Improvements	●	●	●	○
CS-7	Everett/Glisan Corridor Improvements	●	●	●	●
NG-1	29th/Quimby Neighborhood Greenway	○	○	○	○
NG-2	27th/Upshur Neighborhood Greenway	○	○	○	○
NG-3	24th Ave Neighborhood Greenway Retrofit	●	●	●	●
NG-4	22nd Ave Neighborhood Greenway	●	●	●	●
NG-5	Savier Neighborhood Greenway	●	●	●	●
NG-6	Pettygrove/Overton Neighborhood Greenway	●	●	●	●
NG-7	Marshall Neighborhood Greenway Retrofit/Extension	●	●	●	●
NG-8	Westover Neighborhood Greenway	○	○	○	○
NG-9	Johnson Neighborhood Greenway Retrofit	●	●	●	●
NG-10	Couch Neighborhood Greenway	●	○	●	●
TI-1	Line 77 Transit Improvements	●	●	●	●
TI-2	Line 24 Extension Transit Improvements	●	●	●	●
TI-3	Line 15 Transit Improvements	●	●	●	●

Project ID	Project Name	Equity	Safety	Demand	Connectivity	Near-term Feasibility
CS-1	Vaughn/Wardway Corridor Improvements	●	●	●	●	○
CS-2	Thurman St Corridor Improvements	●	○	●	●	●
CS-3	25th/Westover Corridor Improvements	●	●	●	●	●
CS-4	23rd Ave Corridor Improvements	●	●	●	●	○
CS-5	Raleigh Corridor Improvements	●	○	●	●	●
CS-6	Hoyt St Corridor Improvements	●	●	●	○	●
CS-7	Everett/Glisan Corridor Improvements	●	●	●	●	○
NG-1	29th/Quimby Neighborhood Greenway	○	○	○	○	●
NG-2	27th/Upshur Neighborhood Greenway	○	○	○	○	●
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NG-9	Johnson Neighborhood Greenway Retrofit	●	●	●	●	●
NG-10	Couch Neighborhood Greenway	●	○	●	●	●
TI-1	Line 77 Transit Improvements	●	●	●	●	●
TI-2	Line 24 Extension Transit Improvements	●	●	●	●	●
TI-3	Line 15 Transit Improvements	●	●	●	●	●

# Top Projects – Online and In-person Open House Results



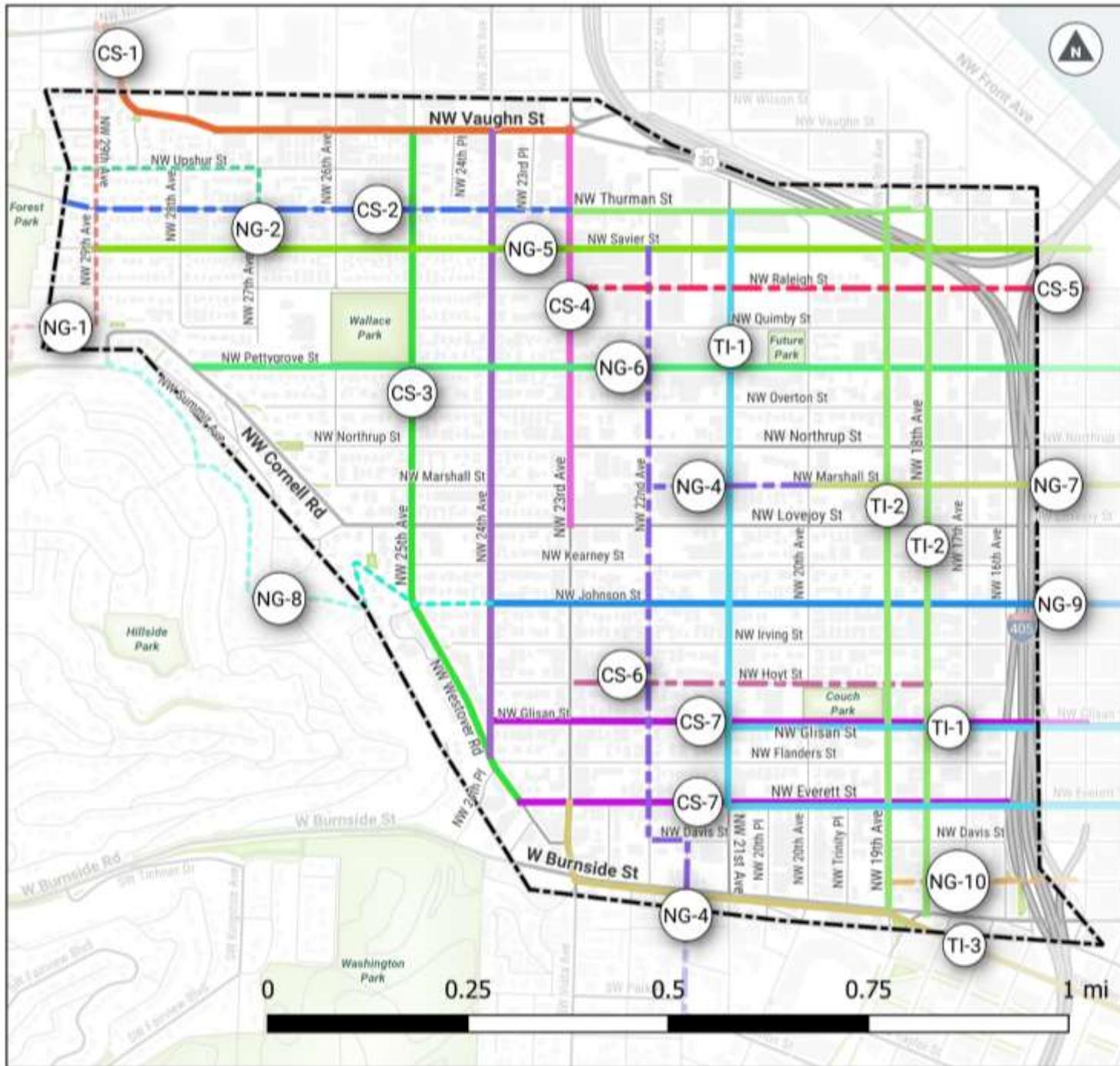
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NG-1	29th/Quimby Neighborhood Greenway	●	●	●	●	●
NG-2	27th/Upshur Neighborhood Greenway	●	●	●	●	●
NG-8	Westover Neighborhood Greenway	●	●	●	●	●

Criteria Ranking	
High	●
Medium	◐
Low	◑

Tier 1 Projects: High priority. Target for project development in near-term and try to secure funding within 5 years.

Tier 2 Projects: Medium priority. Target for project development and funding once progress is made on Tier 1 projects. Implement in near-term if opportunities arise through redevelopment or other projects.

Tier 3 Projects: Low priority. Add to Transportation System Plan but do not pursue near-term project development or funding. Could implement some elements opportunistically if cost to the City is low.



**Tier 1 Projects**

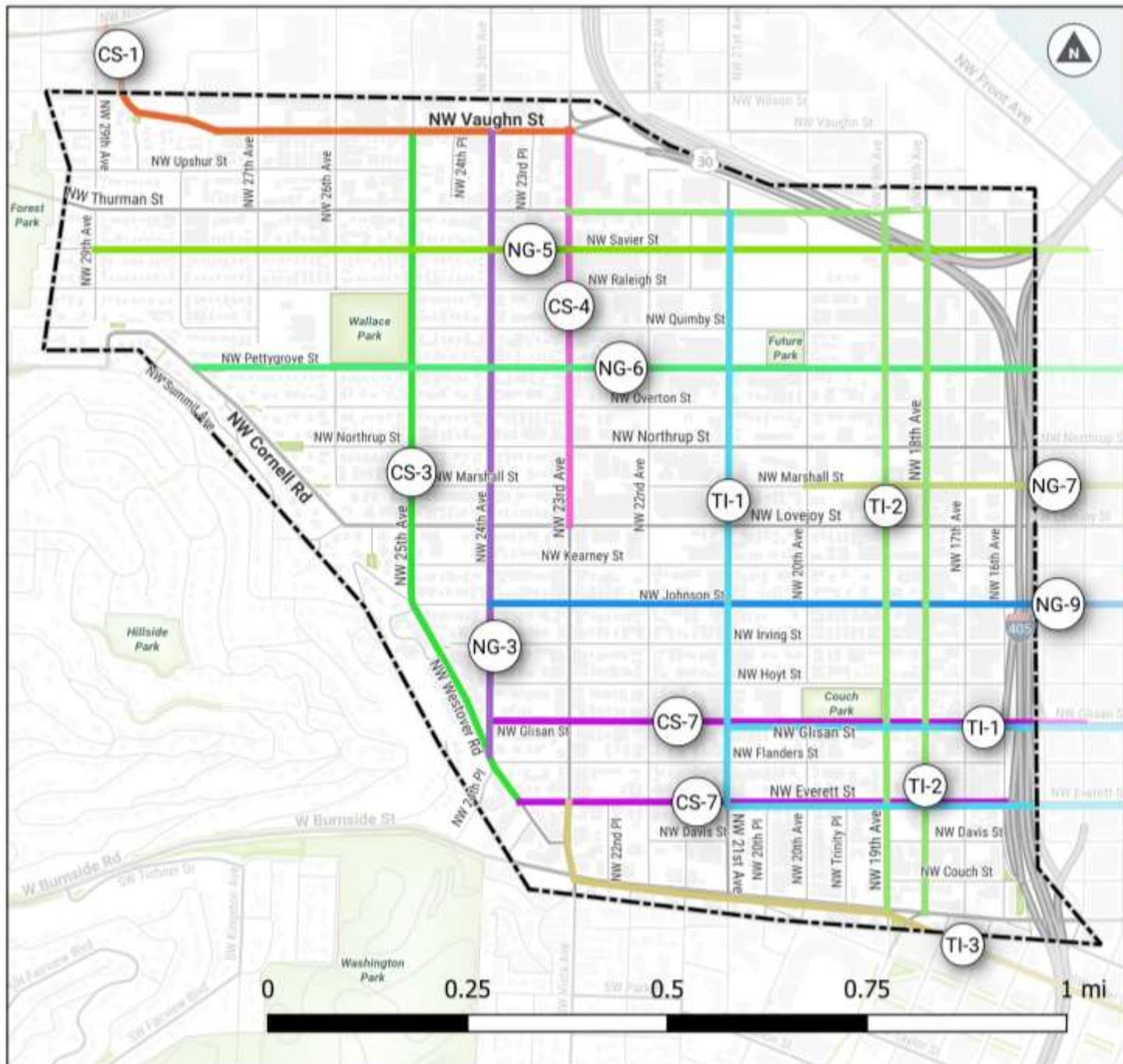
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**Tier 2 Projects**

- - - CS-2: Thurman St Corridor Improvements
- - - CS-5: Raleigh Corridor Improvements
- - - CS-6: Hoyt St Corridor Improvements
- - - NG-10: Couch Neighborhood Greenway
- - - NG-4: 22nd Ave Neighborhood Greenway

**Tier 3 Projects**

- - - NG-1: 29th/Quimby Neighborhood Greenway
- - - NG-2: 27th/Upshur Neighborhood Greenway
- - - NG-8: Westover Neighborhood Greenway



### Tier1 Projects

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# Public Comment



Do you have anything to share with the group?

# Neighborhood Greenway diverter types

- **Diagonal diverters**
- Median diverters
- Half-diverters
- Full diverters



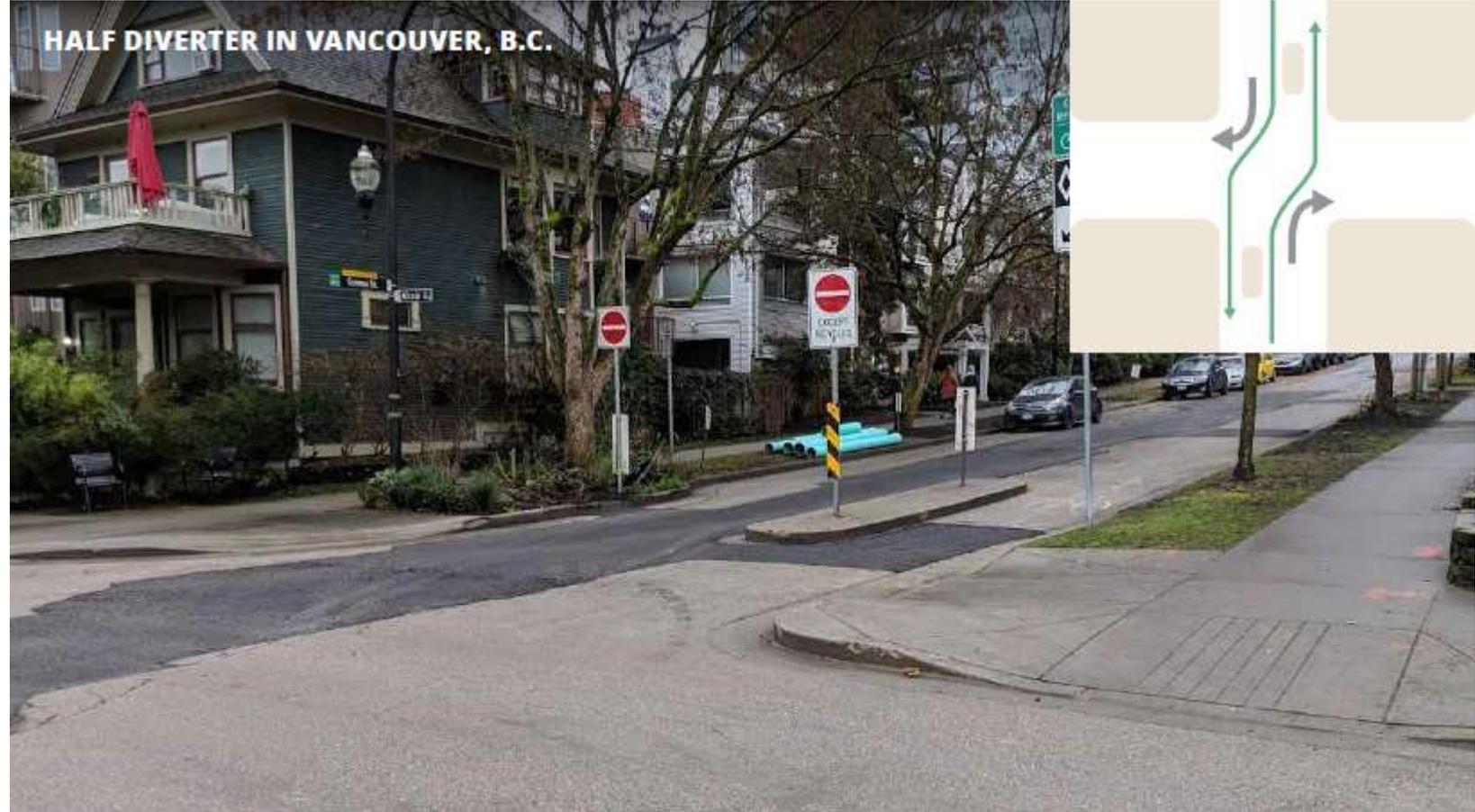
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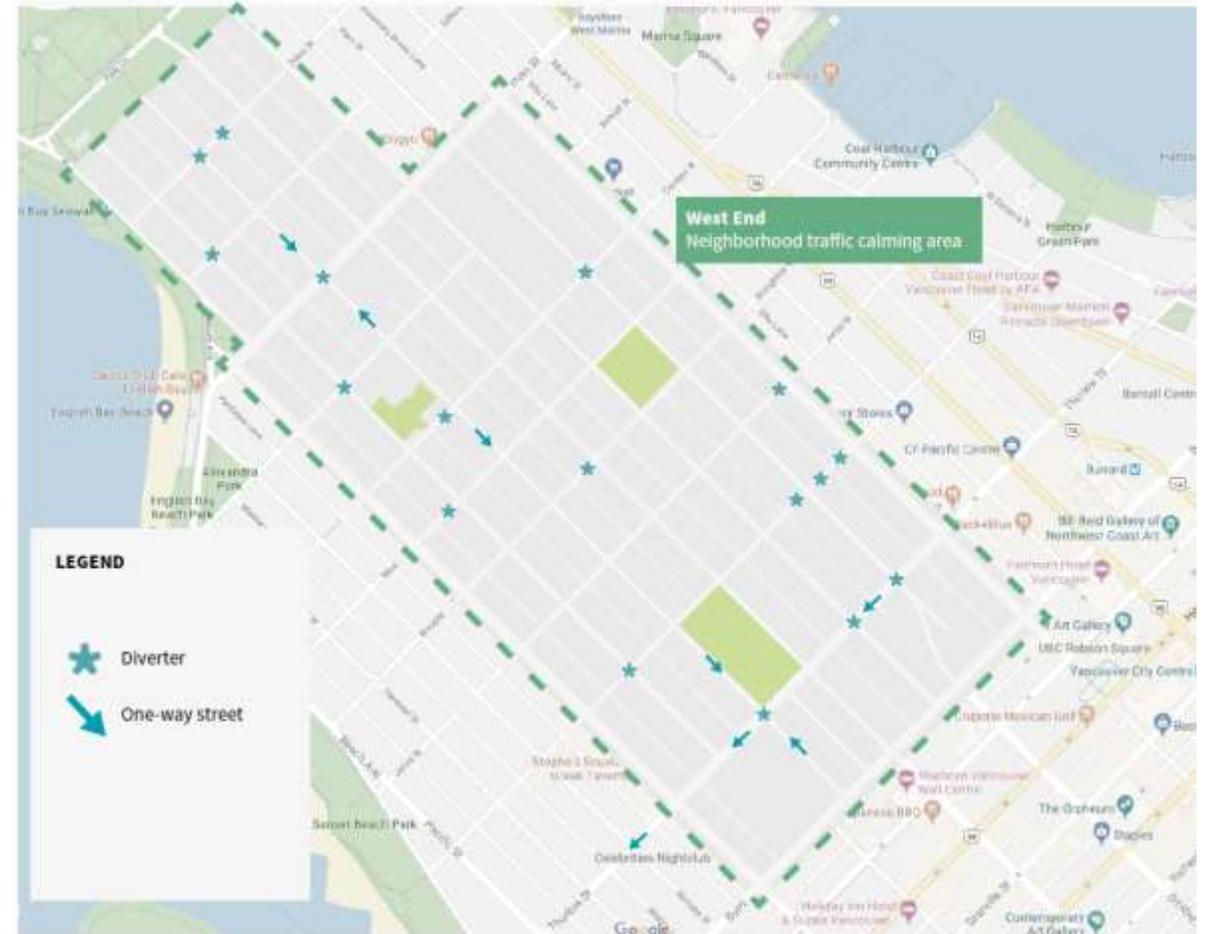
# Neighborhood Greenway traffic calming strategies

**1. Focus traffic calming on neighborhood greenway. Monitor parallel streets and mitigate if necessary.**

- Pros
  - Less expensive
  - Less disruptive to residents
  - Lower traffic impact
- Cons
  - “Whack-a-mole” issue
  - Difficult to reserve funding for potential mitigation
  - More neighborhood conflict

# Neighborhood Greenway traffic calming strategies

1. Focus traffic calming on neighborhood greenway. Monitor parallel streets and mitigate if necessary.
- 2. Install traffic calming on the neighborhood greenway and parallel streets at the same time.**



# Neighborhood Greenway traffic calming strategies

1. Focus traffic calming on neighborhood greenway. Monitor parallel streets and mitigate if necessary.
  2. **Install traffic calming on the neighborhood greenway and parallel streets at the same time.**
- Pros
    - Prevents issues before they start
    - Less neighborhood conflict
    - Reinforces local street function
  - Cons
    - More expensive overall
    - More disruption to residents
    - More traffic impacts
    - May not be necessary

# Pedestrian Crossing types

- **Full Traffic Signal**
- Ped Hybrid Beacons
- Rapid Flashing Beacons
- Median Islands
- Curb Extensions



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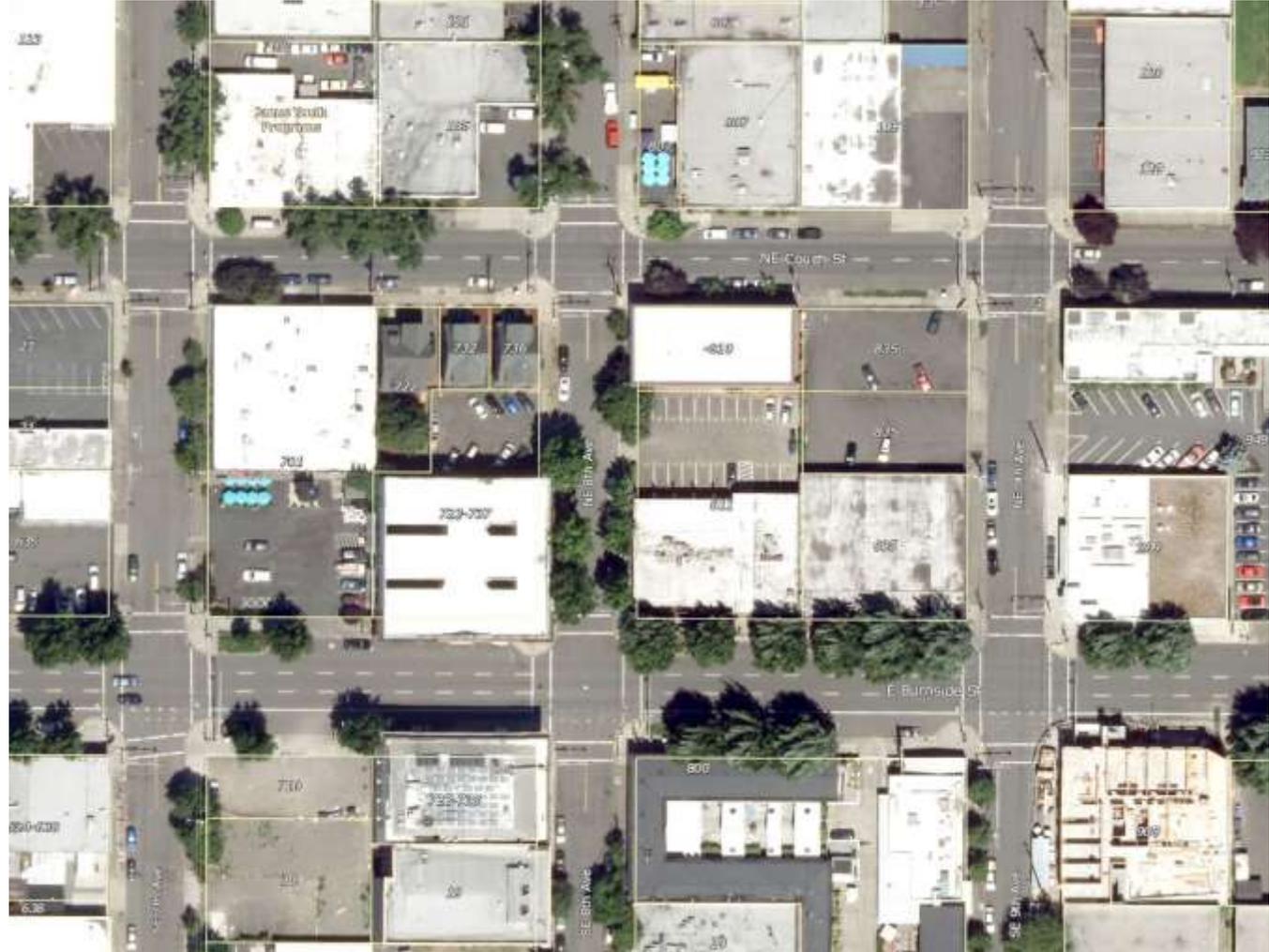
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# Pedestrian Crossing strategies

1. Install traffic signals where warranted, especially on couplets and intersections of collector streets.



# Pedestrian Crossing strategies

**1. Install traffic signals where warranted, especially on couplets and intersections of collector streets.**

- Pros
  - Better traffic flow and speed control, especially on couplets
  - Easy and intuitive for pedestrians with fixed-time operation
- Cons
  - Much more expensive
  - Pedestrian safety concerns with permissive turns at signals
  - May draw traffic to side streets

# Pedestrian Crossing strategies

1. Install traffic signals where warranted, especially on couplets and intersections of collector streets.
2. **Avoid traffic signals and focus on pedestrian-only crossings in most cases.**

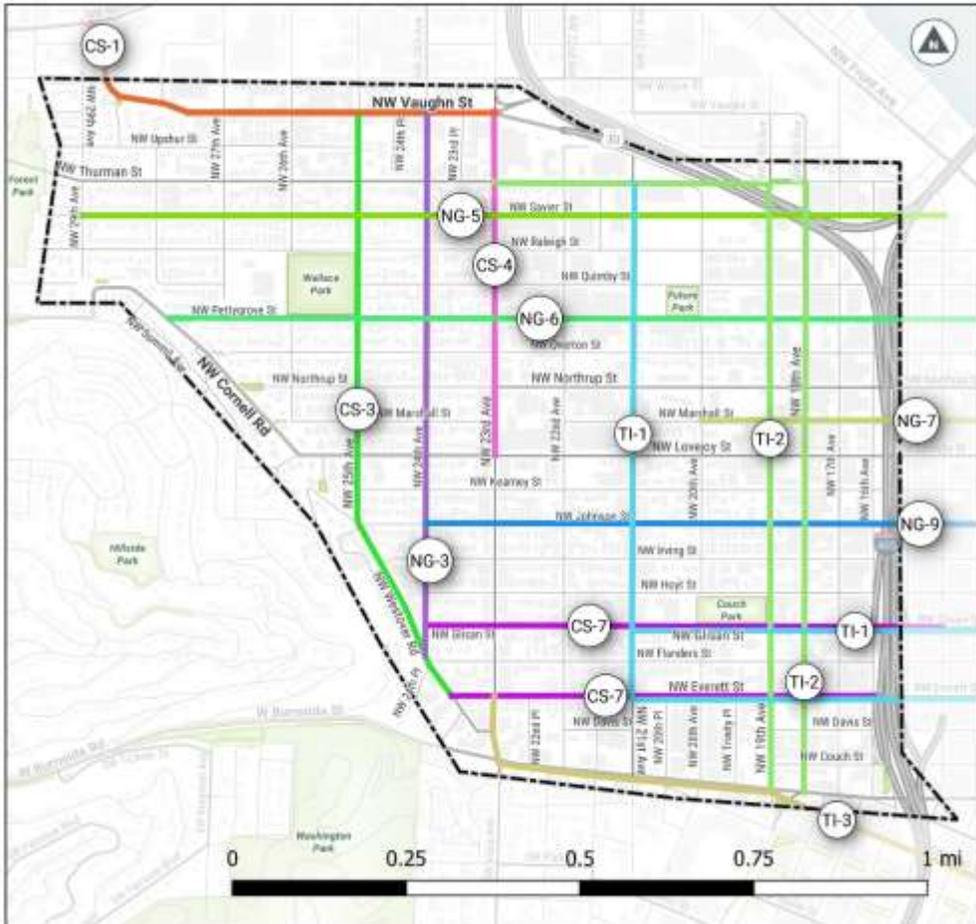


# Pedestrian Crossing strategies

1. Install traffic signals where warranted, especially on couplets and intersections of collector streets.
  2. **Avoid traffic signals and focus on pedestrian-only crossings in most cases.**
- Pros
    - Less expensive to install
    - Traffic doesn't have to stop unless pedestrians are present
    - Less likely to draw traffic
  - Cons
    - Yielding rates are lower
    - Less intuitive for peds (activation, eye contact, etc)
    - Less predictable traffic flow

# Wrap Up and Next Steps

- **Up Next:** Project Development on Tier 1 projects, including traffic calming and crossing strategies
- **Next CAG meeting:** March TBD





Thank you!